

CLASSIFICATION

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SECURITY INFORMATION

COUNTRY Hungary Approved For Release 2002/08/14 : CIA-RDP82-00457R016100190005-2TOPIC Airfields in Hungary

25X1A

EVALUATION see below

PLACE OBTAINED

25X1C

DATE OF CONTENT prior to 8 October 1952

DATE OBTAINED

25X1C

DATE PREPARED 22 December 1952

REFERENCES

25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

REFERENCE COPY

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- ☐ 1. Debrecen (R h8/K h0). The airfield just south of Debrecen was extended to the southwest after the war. For this purpose, the Debrecen-Nagyvarad railroad line was moved toward the west. Source made his observations at the field between 1 and 8 October 1952. On 3 October between 8 a.m. and 2:30 p.m. and on 4 October 1952 between 8 a.m. and 6 p.m., source observed at a distance of from 50 to 400 meters that the field measured about 1,550 meters along the eastern side, about 1,500 meters along the northern side, about 2,000 meters along the northwestern side, about 1,200 meters along the southwestern side, and about 2,500 meters along the southeastern side. The area around the field was level and without flight obstacles. A spur track extended both along the northwestern corner of the field and in the center of the northwestern section of the field. About 300 laborers did leveling work southeast of the field. Two street rollers and two tractors were being used. The field was probably to be expanded about 200 meters to the southeast. Construction work was being done on the foundation of the building, about 40 x 20 meters, in the northwestern corner of the field. Laborers worked at the northwestern end of the runway. Three large heaps of basalt were observed in the center of the northwestern side of the field, next to the spur track. The landing field was covered with grass.
2. A runway, about 100 x 2,000 to 2,400 meters, extended in the northeast-southwest direction. At its northeastern end, there was a circular taxiway. The surface of the runway consisted of concrete slabs each about 3 meters wide. Three taxiways ran about parallel to the runway. An area, 80 x 100 meters and surrounded by a barbed wire fence, was located in the western corner of the field. There was a roof over 150 to 200 barrels, each with a capacity of 200 liters. Six pyramid-shaped heaps of earth about 160 cm high and provided with ventilating apertures, were observed around a low building which was 8 meters square. A similar area, 50 meters square and surrounded by a barbed wire fence, with the same pyramid-shaped hills was observed in the southwestern corner of the field. The two areas were guarded by sentries. Eight tank cars were observed at the field.

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- 2 -

3. During the air activity, a van-like truck with a rod antenna about 8 meters high was parked southeast of the northern end of the taxiway. No lighting facilities, AA gun emplacements or shrapnelproof revetments were observed. A barbed wire fence, about 2.5 meters high, ran along the northern and eastern borders of the field. The other borders were not fenced-in. Two sentries patrolled along the eastern edge of the field.¹
4. Aircraft observed at the field included 4 twin-jet planes with red Soviet stars on their rudder assemblies, 5 single-engine, low-wing monoplanes ~~and~~ which the national emblems, silhouettes and weapons could not be identified; and 3 single-engine biplanes on which the national emblems or silhouettes could not be identified.² No air activity was observed at the field on 3 October. At 8 a.m. on 4 October, the four twin-jet planes took off at large intervals and circled over the field at an altitude of about 2,000 meters for about 15 minutes. After the landing, the planes taxied to their dispersal areas. At 2 p.m., a twin-engine plane of the Maszovlet Airlines landed at the field. At about 3 p.m. on 6 October, two jet planes took off at an interval of about 1 minute. The planes circled for about 15 minutes flying in echelon to the left. The distance between the two planes was about 100 meters. While landing, the second plane touched ground when the first plane taxied along and turned into the taxiway. Subsequently, the other two jet planes executed the same exercise. On the three days of observation, there was sunny weather, good visibility and a slight wind.
5. From 350 to 400 Soviet soldiers were observed at the field. Most of them wore unordered blue epaulets and a small portion of them wore black-bordered blue epaulets with an insignia representing a propeller with wings.

7. Nagy Kanizsa (Y 4/A 26). On 1 October, source observed from the train on the Nagy Kanizsa-Budapest line, a few minutes after leaving the Nagy Kanizsa railroad station that a single-engine plane was parked near a tent about 800 meters from the railroad line. Several persons stood around the plane.⁴
8. Szekesfehervar (A 48/E 09). On 8 October at about 2:50 p.m., about 25 Hungarian soldiers wearing blue epaulets, including some with an insignia representing a propeller with wings, were observed at the Szekesfehervar railroad station. At about 3 p.m., when the train stopped at the Szekesfehervar Repueloter railroad station which is the railroad station of the airfield, construction work was observed east of a group of buildings in the northern section of the field. No details could be identified. Another group of buildings was observed in the middle of the southern section of the field. North of this group, there were four single-engine planes which were surrounded by some Hungarian soldiers.⁵

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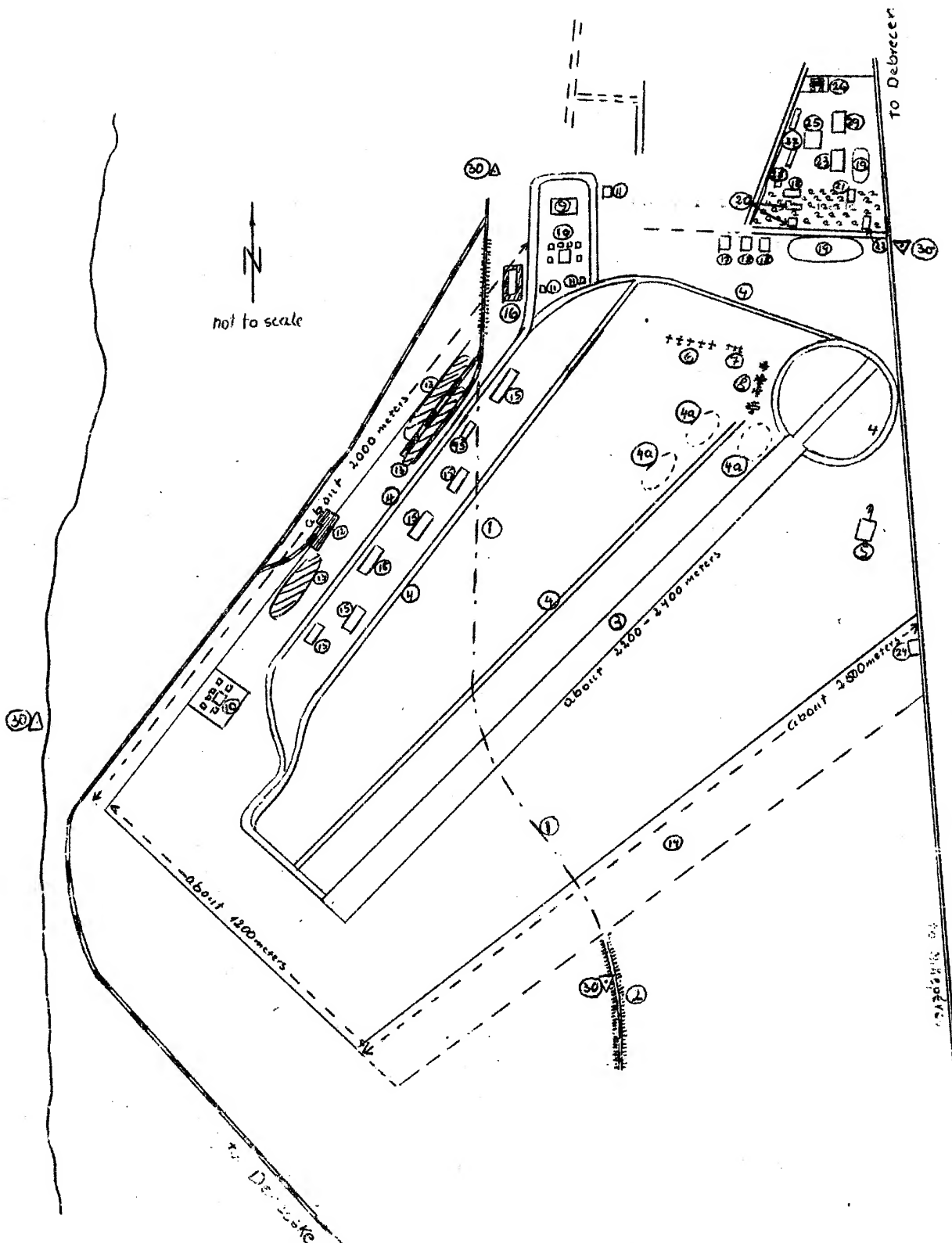
- 3 -

9. Mezoetur (R 48/O 65). An old barracks installation, occupied by about 400 air force soldiers, was located north of a road which extended from the western perimeter of Mezoetur to the west toward Tiszaföldvár (Y 7/O 35). The soldiers wore blue epaulets and some of them had an insignia representing a propeller with wings. Until 26 November 1951, source did construction work on a new barracks installation west of the aforementioned installation. In October 1951, construction started on a new airfield west of the two barracks installation, west of the Mezoetur-Szarvas (Y 7/O 54) railroad line. Prior to 26 November, leveling work was done on the terrain, and a large quantity of construction material arrived at the site. The area had a firm grass cover. Aircraft observed on the graded area of the field included 2 single-engine planes, 1 small, twin-engine plane, and 2 larger twin-engine planes. Source could not observe any detail at the great distance.⁵
10. Two acquaintances of source who belonged to the 1930 and 1931 classes were inducted into the air force in Mezoetur in October 1951.

- 25X1A 1. [] Comment. For sketch of Debrecen airfield, see Annex 1. This sketch and the present report for the first time furnish a clear and credible picture on the status of the airfield south of Debrecen. According to a previous report, it was only known that the runway was expanded. [] 25X1
- 25X1A 2. [] Comment. According to sketches which are not forwarded, the four jet planes definitely are ULL-28s, the single-engine aircraft which were not observed flying probably are IL-10s, and the biplanes are Po-2s.
- 25X1A 3. [] Comment. According to the few reports received so far, Debrecen airfield was continuously occupied by Soviet Air Force units. [] 25X1
[] 25X1
- 25X1A 4. [] Comment. According to a press report in the Szabad Nep newspaper of 7 July 1951, a new commercial airfield was put into operation near Nagykanizsa. The present report is too vague to be considered as a confirmation of the press report.
- 25X1A 5. [] Comment. According to the last report, Szekesfehervar-Sosto airfield is occupied by a Hungarian unit. [] This assumption is confirmed by the observation of Hungarian soldiers at the field. The aircraft types could not be determined by source from the great distance. 25X1
- 25X1A 6. [] Comment. Construction work at the improvised airfield near Mezoetur was previously reported. [] The statements in the present report confirm the previous information with regard to the time and the type of construction. From the few statements on the occupation of the field it can be inferred that a Hungarian Air Force unit is stationed at the field. For location sketch of airfield, see Annex 2. 25X1

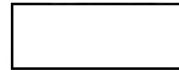
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Debrecen Airfield



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Annex 1



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Debrecen AirfieldLegend:

- 1 Old railroad track
- 2 Railroad bed without rails
- 3 Runway
- 4 Taxiways
- 4a Heaps of earth
- 5 Location of radio truck during air activity
- 6 Five single-engine planes
- 7 Three biplanes
- 8 Four twin-jet planes
- 9 Fuel containers under protection roof
- 10 Probably underground fuel dump
- 11 Sentries
- 12 Loading ramp
- 13 Heaps of basaltes
- 14 Probably expansion strip
- 15 Low barracks-like buildings
- 16 Building under construction
- 17 Low building with wind sock and antenna
- 18 Destroyed building
- 19 Athletic field
- 20 Two-story building, use of which is unknown
- 21 Two-story building
- 22 Low building
- 23 Three-story building
- 24 Custom house
- 25 Probably messhall

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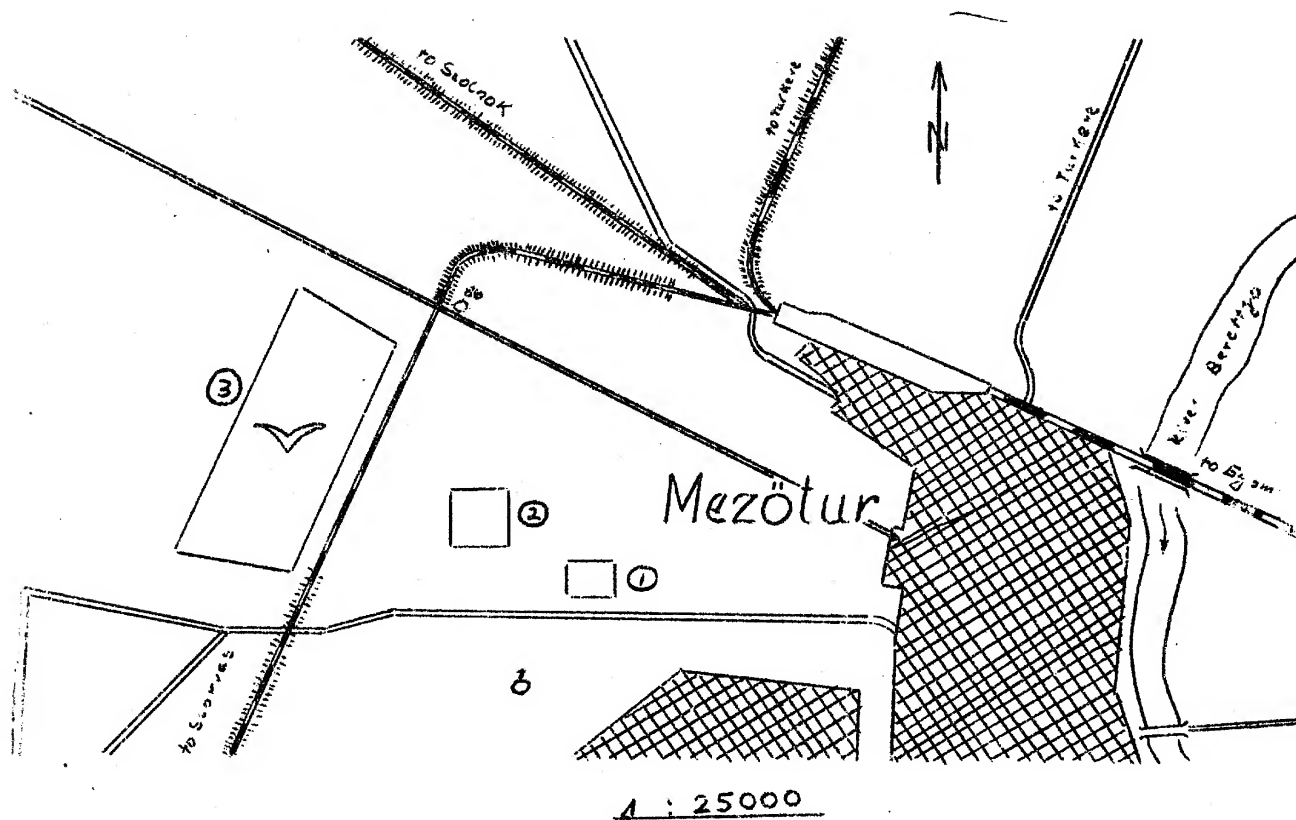
Annex 1 to



- 3 -

- 26 Wood dump
- 27 Shed
- 28 Transformer station
- 29 Three-story billeting building
- 30 Points from which source made his observations

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Mezoetur AirfieldLegend:

- 1 Old barracks building
- 2 New barracks building
- 3 Airfield, size questionable

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